NEUTRAL RIGHTS AT SEA.

The Dutch Cabinet Movement for the Security of Private Property During War.

Reported Success of the Negotiations—Probable Settlement of a Prominent International Difficulty—The Anglo-Prussian Case in the Seine—Prince Bismarck's Position.

TELEGRAM TO THE NEW YORK HERALD.

BRUSSELS, March 28, 1871.

"I have been informed on good authority that the Cabinet proceedings which were initiated by the government of the King of Holland some short time since, with the view of securing the assent of the other Ministries of Europe to an agreement securing the neutralization of private property at sea, has been entirely successful.

The *Nord* of this city says that a proposition "similar to that of the Dutch government was made by Austria to Prince Bismarck."

This very delicate and difficult subject has been debated by the European statesmen with the closest attention since the time of the American war. It has been negotiated more actively from the moment of the recent sinking of six British coal laden vessels in the river Siene by the Prussians, and its apparent settlement by exact executive definition is accepted as a relief by the statesmen.

Since the opening of the official discussion in this latest—the Anglo-Prussian case—it has been alleged that in every war the interests of the belligerents and the interests of neutrals are found to come into collision, and that the belligerents, who are generally suffering the burdens of war more or less through their own fault, are always endeavoring to increase the burdens which neutrals have to bear from the fault of others. The only chance which neutrals have or ever have had in this always recurring contest lies in the rigid adherence to such fixed rules as are to be found in that body of customs which is termed the law of nations. "Many violations of these may, it is said, be of very small importance in themselves, may be morally very excusable, and may be by no means a reason for strong measures on the part of the injured party; but even in such cases it is most important that we should realize clearly what the settled rule is, and that, while we excuse the act, we should do so with a clear perception that it needs excuse." This view is well illustrated in the case of the British ships lately seized and sunk in the Seine. The Prussians made reparation for the act, and the reparation was accepted. "This is right, provided it be fully understood that the compensation paid is given and accepted as reparation for an excusable violation of neutral rights."

Prince Bismarck's Definition.

The following official correspondence between the British government authorities and his Excellency Count (Prince) Bismarck develops the latest aspect of the neutral rights at sea question:—

EARL GRANVILLE TO MR. ODO RUSSELL.

FOREIGN OFFICE, Jan. 7, 1871.

Her Majesty's government learned with much satisfaction from your telegram of the 1st inst. that Count Bismarck had expressed his regret at the sinking of the British vessels in the Seine, and that he was prepared, after a proper inquiry had been instituted, to pay compensation for the damage sustained thereby, and I lost no time in instructing you by telegraph to thank him for his courteous and satisfactory communication. I should, however, wish you to lose no opportunity of pressing an early settlement of the matter, as considerable injustice would be done to the sufferers if the payment of the compensation, to which they are undoubtedly entitled, should be unduly delayed.

COUNT BISMARCK TO COUNT BERNSTORFF.

VERSAILLES, Jan. 8, 1871.

The report of the commander of that part of our army by which the English collier ships were sunk in the Seine has not yet arrived, but, as far as our intelligence goes, the general outline of the facts is known. You are authorized, in consequence, to say to Lord Granville that we sincerely regret that our troops, in order to avert immediate danger, were obliged to seize ships which belonged to British subjects. We admit their claim to indemnification, and shall pay to the owners the value of the ships, according to equitable estimation, without keeping them waiting for the decision of the question who is finally to indemnify them. Should it be proved that excesses have been committed which were not justified by the necessity of defence, we should regret it still more and call the guilty persons to account.

MR. ODO RUSSELL TO EARL GRANVILLE.

VERSAILLES, Jan. 8, 1871.

MY LORD—After receiving this morning your lordship's telegram of yesterday afternoon, I called on Count Bismarck and again talked over the question of the six English colliers shot at and sunk by the Prussian authorities at Duclair. His Excellency said that he had not yet received a circumstantial account of the transaction, but he found that the law officers held that a belligerent had a full right, in self-defence, to the seizure of neutral vessels in the rivers or inland waters of the other belligerent, and that compensation to the owners was due by the vanquished Power, not by the conquering Power; both belligerents admitted the right of foreigners and neutrals to compensation for the destruction of their property in the invaded State; they would open the door to new and inadmissible principles in warfare. Claims for indemnity were submitted to him daily by neutrals holding property in France which he could never admit. He valued, however, the friendship and goodwill of England too highly to accept this interpretation of the law in the present case and preferred to adopt one that would meet the wishes of her Majesty's government and give full satisfaction to the people of England. He deplored the treatment to which the masters and crews of the colliers had been subjected, according to the accounts he had read in the newspapers, and begged I would assure your lordship, with expressions of deep regret, that when the reports from the Prussian authorities had been received he would obtain the King's permission to pay any just compensation to the owners and sufferers your lordship might think right to recommend. I have, &c.,

ODO RUSSELL.

COUNT BISMARCK TO COUNT BERNSTORFF.

VERSAILLES, Jan. 25 1871.

I do myself the honor of transmitting to your Excellency, in pursuance of my preliminary communication of the 4th and my telegram of the 8th inst., a copy of the report from the First army on the sinking of English ships in the Seine, near Duclair, the preparation of which has been delayed by the manifold movements of the corps concerned. Your Excellency will find therein, with the same satisfaction as myself, that the measure in question, however exceptional its nature, did not overstep the bounds of international warlike usages. The report shows that a pressing danger was at hand, and every other means of averting it was wanting; the case was, therefore, one of necessity, which, even in time of peace, may render the employment or destruction of foreign property admissable, under reservation of indemnification. I take the opportunity of calling to mind that a similar right in time of war has become a peculiar institute of law, the *droit de prises*, which so high an authority as Sir Robert Phillimore defines as follows:—That a belligerent Power demands and makes use of foreign ships, even such as are not inland waters, but in ports and roadsteads within its jurisdiction, and even compels the crews to transport troops, ammunition or implements of warfare. I hope the negotiation with the owners, for which you are already authorized, will lead to an understanding as to the indemnification for the damage; if not, it would have to be submitted to an arbitrator's award. In the negotiation, also, the difference in the statements of the First army and of the English Consul at Dieppe as to the number of English ships sunk will be explained. I respectfully request your Excellency to communicate this despatch, with its enclosure, to the Secretary of State of her Britannic Majesty and to be so good as to express at the same time my apology for the delay as well as my thanks to her Majesty's government for the just appreciation of the military necessity with which Lord Granville has appreciended and treated this matter.

BISMARCK.

THE PETTICOATED PHYSICIANS.

Annual Commencement of the Woman's Medical College.

The annual commencement of the Woman's Medical College of the New York Infirmary was held last evening in the hall of the Union League Club, corner of Madison avenue and Twenty-sixth street. The hall was filled with a fashionable and appreciative audience, Professor Samuel Willott presiding. Mr. Mahlon Sands having been introduced said he had been asked by his colleagues of the Board of Trustees to say a few words on their behalf, to explain the objects and operations of the institution, and to give an idea of the progress that has been made in securing public recognition of the propriety of employing women as physicians and of the fitness of women for the work. There were good reasons why women should be physicians. In certain branches of medicine, like the diseases of women and children, all the proprieties were on the side of women practitioners. Moreover, women were naturally more sympathetic, more unselfish and devoted than men. They were better nurses and had a quicker perception of the needs of a patient. They had also a more graceful and tender way of relieving suffering than any man physician would venture to claim. But all these considerations should be dismissed at once as of no weight in the argument for women physicians, unless, in addition to them, women could be shown to possess solid attainments, experience and culture. It was to impart these most necessary qualifications that this institution had been established. In the college women could acquire a sound and thorough education in medicine as could be obtained in any medical college in this city, and the Infirmary gave them the experience of disease, &c. Degrees were then conferred upon Miss Annie A. Angell, of New York; Miss Mary Ann Wattles, of Kansas; Miss Ellen F. Hammond, of Connecticut. Speeches were subsequently delivered by Rev. T. S. Hastings, D. D., and Judge Daly, and were followed by a valedictory by Miss M. A. Wattles.

THE WALLABOUT MYSTERY.

A Midnight Verdict.

Coroner Whitehill and jury concluded an inquisition shortly before twelve o'clock last night in the case of Edward L. Conklin, whose body was found in the Wallabout on Sunday morning, the 19th inst. The jury arrived at the conclusion that the deceased came to his death by accidental drowning, but no evidence of that fact was elicited from any of the army of witnesses brought to the stand by the Coroner and other keyes.

AMUSEMENTS.

FIFTH AVENUE THEATRE.—Something fresh, something new, something distinct from the play dismissed, is the rule at this house in the play introduced. Thus, in "Jesebel"—think of that as the title of a melodramatic comedy, fresh from the mint of Boucicault!—we had from Mr. Daly last night something as different from "Saratoga" as "Frou-Frou" is from the "Grand Duchesse." And the large audience present had only one complaint to make—that the story is compressed into three acts, instead of being expanded into five. The plot would certainly justify the expansion, for look at the materials:—The wife of Ahab was not a very desirable acquisition to the domestic circle, to judge from the opinion of the prophet Elias, and few will be found to lament over the fate which overtook her at the hands of the ungallant Jehu. Boucicault's heroine is not quite as bad, thanks to Mr. Daly's Rarey style of treatment, but exhibits decided symptoms of humanity. The story is simply this:—Jesebel (French for Jezabel) is a Mexican adventuress (Miss Clara Morris) who becomes the attendant of a lady *en route* for Europe to marry a certain young man of noble birth, named George d'Artigues, of Bordeaux (Mr. Harkins). On the passage the ship is wrecked, and all on board are supposed to be lost with the exception of this young Mexican girl, in whose veins Indian blood predominates. The trunks and baggage of the betrothed of D'Artigues are washed ashore, and Jesebel claims them and her name. The first act opens in Bordeaux, with Jesebel as Mme. D'Artigues. Here she meets a former lover, and, wearied of her deception of her husband, she resolves to fly with this lover to America. Her husband discovers this plan, challenges and kills her lover. He also surprises her in the attempt to poison him, and, by the advice of a friend (Mr. Parkes), feigns death in order to rid himself of her. She leaves France forever, and appears in the next act as an adventuress and beautiful gambler in Brazil. Here Mr. Lewis is inroduced as an itinerant, good-natured Mexican of the average type, and, by the story he tells his landlady (Miss Claxton) it appears that he is the first husband of Jesebel, who was hanged at her instance in Mexico, but not efficiently so. Hence his turning up again. After him comes a certain Captain Breitman (Mr. Davidge), who has been fighting a number of duels in behalf of one Madame D'Artigues, lately arrived in South America, and whose reputation has been severely handled on all sides. He supposed that it is his niece, Margaret Breitman (Miss Linda Dietz), who was D'Artigues' first love, and who became his wife after Jesebel's exile. He meets the latter, and explains to her the mistake he was laboring under in supposing her to be D'Artigues' wife. She discovers for the first time that her husband (No. 2) is alive, and through a spirit of revenge she tracks him to his home in a Swiss *châlet* at the foot of the Alps. Here she confronts him and his wife. Margaret is in despair, until Cristol turns up and claims Jesebel as being his own, true, original bride. The character of Jesebel is strong and gloomy, unrelieved by a single impulse of the tender passion. It is like the Medea or Nemesis of the classical drama in this respect. Mr. Harkins, as the Count D'Artigues, made much of the comparatively light and easy task assigned to him; Mr. Parkes, as his friend Ravel, is equal to the occasion, which is not very exacting; Mr. Davidge, as Captain Breitman, is the mellow and genial "old salt," who redeems half the atrocities of ship captains on the high seas; Lewis, as Cristol, the bigamist, is the laughing philosopher and ladies' man, who believes in a light heart and a stout pair of Mexican breeches; De Vere, as Palma, the Mexican vagrant, turns out a practical man of business, looking to number one, and does it with the coolness of a bravo who can only be frightened by a ghost. Miss Clara Morris, as the leading heroine of the story, has enough to do to test her quality, and does it so admirably as to prove from the beginning to the end that she is a most admirable actress. She makes quite a feature in dramatic excellence of this character. Miss Lina Dietz, as the devoted young wife, acquits herself so charmingly that we could wish she had more to say or to do. Lucele, as rendered by Miss Claxton, is good, and Gertrude (Miss Mortimer) plays the ghost trick with Cristol very neatly. The play is handsomely mounted, the tropical scene in South America is particularly beautiful, and the costumes are rich and varied as the zones covered by this melo-dramatic or semi-tragical comedy. Altogether the play, admitting its events as probabilities, is so agreeable that we are sorry that even Jesebel at the close should be left out in the cold. We guess that it will be repeated for a good many nights to come.

OLYMPIC—"HORIZON."—Mr. Daly's play is now in complete running order and presents far more interest than when we spoke of it on the first night of its production. It is indeed a very interesting picture, or rather series of lifelike pictures, of American frontier life and of that indescribable maelstrom of the metropolis. Although not constructed on those time-honored principles which are regarded by many as the foundations of all dramatic writing, it is probably more consonant with the ideas of theatre goers of the present day. Critics may form elaborate theories as to what the exact method of dramatic writing consists of, but the public require something very different from the idealities of bygone days. The stage must represent Nature in those forms in which she is familiar to American eyes in order to please our public. Mr. Daly has happily hit upon this idea, and in "Horizon" he introduces in an ingenious and effective manner those phases of American life which are the most interesting, The lobbyist, Fox; the gambler, Mortimer; the West Point cadet, Conway; the travelled Englishman, Teesdale; the belle of the lobby, Miss Harland; the flower of the prairie, Miss Agnes Ethel; the Indian chief, Mr. Wheatleigh; the Irish emigrant, the heathen Chinee, the fifteenth amendment, the Vigilance Committee and the ever-changing kaleidoscope of American frontier life, are all faithfully photographed by him. The tableaux display the stage skill of an experienced hand. The panorama of the wood, behind which the flatboat moves on the river, is one of the most interesting scenes on the stage. When the boat is lost to view and the Indians are creeping through the brushwood or gliding behind the trees to surprise the wayfarers, the tones of Miss Harland's voice in Opertie's beautiful song, "Dreaming Eyes," have a singular charm. The drawing room scene in the first act and the Indian encampment are exquisite models of stage art and worthy of Mr. Hayes' brush. Miss Ethel, Miss Harland, Mrs. and Miss Yeamans and Messrs. Mortimer, Fox, Wheatleigh, Studley and Pope, have made their respective parts as lifelike as possible. Mr. Hart Conway is the only exception to the general excellence of the cast.

GRAND OPERA HOUSE.—The spacious and splendid hall of the Grand Opera House was crowded last night to its utmost capacity on occasion of the revival of "La Grande Duchesse," with new scenery, dresses and decorations. Mlle. Aimée, in the title *rôle*, which she has sustained upwards of 370 times in the theatres of France and Brazil, gave a sparkling freshness to it which it has never worn on the New York stage since the disappearance of Mlle. Tostée. On the famous and familiar airs of "Le Sabre de Mon Pere" and "Dites-lui" she conferred a new lease of life and popularity, by the *verve* and the *finesse* with which she sang and acted. M. Gaussins added to his recognized claims as an actor of consummate taste and skill by the decided originality of his rendition of the *rôle* of Fritz. Mr. Edgard was an excellent Baron Puck, and, although neither M. Legros nor any one else can hope to replace M. Le Duc, M. Duchesne, the "real original" General Boum, by flashes of his old fire, carried us all back to the early palmy days of *opéra bouffe* in New York. The "incidental ballet" was favorably received, notwithstanding that there was somewhat too much of a good thing in its proper place. The complete success of the reproduction of "La Grande Duchesse" is an augury of the success that might now be safely predicted for the reproduction of "La Belle Hélene" and of "La Vie Parisienne," the most rattling, exciting and brilliant of Offenbach's works. To-morrow evening "Les Georgiennes" will be presented for the twenty-first time. On Thursday evening Mlle. Aimée and the entire company will appear in "La Péricholet," on occasion of the benefit of Mr. James W. Morrissey, of the box office, who, like the Vicar of Bray, has held office faithfully and to the great satisfaction of the public, under all the successive administrations of the Grand Opera House. Give him a bumper.

MR. WILLIAM CRESWIK, for many years proprietor of Surrey theatre, in London, and an actor of the "old school" (so called) of great reputation, will appear on Easter Monday at the Fourteenth Street theatre in the part which he originally played in "Nobody's Child," a sensational drama by Watt. Phillips. Miss Laura Keene, who has taken that theatre, will act with Mr. Creswick. During the course of his engagement he will doubtless appear in character in the standard plays with which he is identified. Mr. Creswick, it will be remembered, arrived in this country several months ago.

PHILADELPHIA ITEMS.

The End of the Murray Tragedy—Lease of the Lehigh Railroad—Arrival of the Nilsson Concert Troupe.

PHILADELPHIA, March 28, 1871.

The mother and sister of John H. Murray, the wife murderer and suicide, left for New York to-day with his remains. The body of Murray's wife will be placed in a receiving vault in this city until her parents can be heard from and their wishes known.

The Lehigh Coal and Navigation Company leased their railroad to the Central Railroad of New Jersey by a stock vote at a special meeting held at the Board of Trade rooms to-day.

Miss Nilsson, Strakosch and Brignoli arrived this afternoon. There will be but one concert given in Philadelphia, and not two, as previously announced.

ST. DOMINGO.

The Commissioners at the White House—Synopsis of the Report Agreed Upon—Annexation Given the Cold Shoulder.

WASHINGTON, March 28, 1871.

The St. Domingo Commissioners called upon the President to-day and spent some time in an informal conversation concerning their visit to the island. Their report, which is nearly finished, will be submitted to the President to-morrow, and it is understood it will be sent to Congress on Thursday. The Commissioners, or at least two of them, contemplated spending a couple of weeks here in elaborating their report, but the report prefaced by Old Ben Wade gives all the facts as called for by the resolution of Congress under which the Commission was appointed. Wade is the guest of Senator Chandler, and Dr. Howe and Professor White are at the Arlington. The President has invited the Commissioners to dine with him on Thursday.

Pending the presentation of their report the members of the Commission are disposed to be very reticent upon the subject of annexation. Old Ben Wade is in favor of annexation, as he has always been, but the other members of the Commission are not so pronounced in their opinions. One of the Commissioners said to-night that if the country expected the report of the Commission to be an argument in favor of annexation it would be disappointed. Less attention is paid to that subject in the report than to any other connected with the business of the Commission.

Synopsis of the Report Agreed Upon by the St. Domingo Commissioners—Baez the Legitimate President of Dominica—The People Anxious for Annexation—Products of the Island—The Public Debt.

[From the Boston Advertiser, March 28.]

WASHINGTON, March 27, 1871.

The report of the St. Domingo Commissioners is substantially ready, but several portions referring to the debt, treaties and health of the island are not fully drawn up. It will make about four columns of this paper. All three Commissioners will sign it unless some unexpected disagreement occurs on the points named.

The report opens with a brief outline of the manner in which the work was done and the parts of the island visited. A full account of the form of government is given, followed by reference to a long series of revolutions and dissensions approaching that character, and this condition of affairs is given as the explanation of more summary measures than could be otherwise tolerated in constitutional governments. The Dominican government was found in full operation and exercising every legitimate function. The government and Baez are in full and peaceable possession of all parts of the republic excepting the Haytien border, which is disturbed by revolutionary leaders, assisted by Haytiens. Baez enjoys the respect of the great majority of the population, and has four times accepted the position of chief magistrate. It is a remarkable fact that the President, Cabinet, Legislature and judiciary are in favor of laying down their power in favor of the United States. The constant commotion of several years has completely paralyzed industrial pursuits, and the resources of the republic have so diminished that it cannot pay its expenses, and the confidence of the people could alone have preserved its existence. Cabral occupies three or four mountain villages, and, with a small force, has been able to disturb a considerable district for a long time, though he has few Dominican followers. Luperon has lately created disturbances in the north of the island, but it could not be discovered that either of these leaders had a flag or organized government, even in form. Incessant trouble from such leaders led the population to agree to the Spanish occupation, but the harshness of the rule of Spain, the folly of many measures adopted and a fear of re-enslavement, led to the driving of the Spaniards from the island. The population is fixed at 160,000. Many of its richest portions are uninhabited. The people had generally heard of the question of annexation in all parts of the island and it had been widely discussed, and everywhere there was nearly a unanimous feeling that peace and tranquillity could come only from annexation. The greater friendship for the United States than for other Powers is due largely to colonies which went out to the island years ago. The people seem more unanimous for annexation than the Commission has known any people to be upon any great political question. An exceedingly small portion is opposed to annexation, and these are chiefly traders or agents of foreign houses whose business would suffer by the change. The Commission and all connected with it travelled in all parts of the island without guard or weapon and in perfect safety. The physical, mental and moral condition was found much better than was anticipated. The population is almost wholly of mixed blood in every conceivable degree. The cultivated and educated, such as the officials, compare well with the same class in other countries, and the uneducated appear as well as the same class elsewhere. There is an entire absence of all prejudice of race or color. They appear respectful and polite, kind and hospitable. High crimes, according to the statements of their judges, are nearly unknown. All are Roman Catholics, except the American emigrants sent out by the Colonization Society in 1824. They live among the Roman Catholics in peace and harmony. The people are poor and live in cheap dwellings, but in the country all have as much land as they desire to cultivate, and they are not averse to work when certain of a return. There are few schools, and the great mass of the people are uneducated, but show a strong desire to learn. The resources of the country are vast and various and capable of great increase. Iron ore is abundant, and possibly available for manufacture of pig iron. Copper ores are of a fair degree, but mines have not been extensively opened. The reported coal of Samana is only lignite, and of little value as fuel. Little is known of the gold regions. The salt deposits are extensive and valuable. Considerable space is devoted to setting forth the richness of the soil and the variety of the tropical productions and those of the temperate regions found in the uplands. The island is represented as generally healthy, but acclimating is necessary. This part of the report is not finished. Earthquakes are not frequent. In autumn hurricanes are.

The public debt statement is to be compared with later data received by the Commission, to see if they have been furnished with the correct figures. As now made up the debt is in round numbers $1,400,000. Additional pending claims, $204,000, inclusive of $70,000 by President Baez for personal property destroyed in the Spanish war, and under the first head is $600,000 for back salaries. The total is given at $1,556,000. The official statement of the receipts of the government for 1870 shows a total of $770,000, and one of items is for import dues alone over $600,000. The Commission find no foundation for the statement that Dominica is bound to Hayti for the indemnity sum to France.

No treaties of any consequence exist between Dominica and other Powers. The only settled boundary betweeen Hayti and St. Domingo is the old Spanish and French line of 1777. When the Haytiens were driven out of the east part of the island there remained of disputed territory a considerable extent east of the old boundary. This is still in dispute. Of this the Haytiens have held in practically constant control the towns of San Rafael, San Miguel and Las Caobas. The Banica valley, east of these, and the Neyba district have been alternately overrun by both parties. The claim of Hayti to the boundary of the Goffrard map, which is the meridian through Alta Vela, is regarded as preposterous. The extent of territory within the old boundary of 1777 is found by new and careful computation to be 22,212 square miles. The portion thus referred to as having been mainly in Haytien occupancy is about 10,000 square miles. The history of the grants and concessions given by the Commission are about the same as already widely published in the Northern papers. The report is very strong in condemnation of the stories that government officials of the United States have been privately interested in them. The Dominican government was found willing to agree to the terms of the treaty once concluded but not ratified, and for the only change think it fair that, on account of the great and unexpected expense of the government attending the delay, that the rent paid for Samana and now due be not deducted in the final settlement. It was also agreed by Dominica that one-fifth of the public lands should be set aside for school purposes, provided the United States would grant 300 acres for an agricultural college.

DESPERATE BURGLARS.

At an early hour yesterday morning, while officer Kennedy, of the Twenty-second precinct, was patrolling his beat, his attention was attracted by a noise in the grocery store of Messrs. Hunter & Co., corner of Forty-fourth street and Seventh avenue. He found a door in the rear half open and went in. As he did so a pistol shot was fired at him, but missed. The officer returned the fire, and immediately he saw two men rush out from behind the counter and escape out of the door. He pursued and arrested one of them, Michael Martin, who was committed for examination in the Yorkville Police Court, by Justice McGuire, yesterday.

SHOCKING RAILROAD ACCIDENT IN JERSEY.

Between twelve and one o'clock yesterday an occurrence of a most frightful description took place in Newark, on the Morris and Essex Railroad, near the Orange street canal bridge. Theodore Hartman, brakeman on the Dover freight train, while passing from one car to another, fell through. When the train was stopped, a few moments afterwards, the head of the unfortunate man was picked up some eight or ten feet off from the body. The latter was also mutilated in a shocking manner. Deceased lived on Jersey City Heights, where he leaves a wife and three children. The Essex County Physician made the usual investigation and granted a certificate of burial.

CHORAL FESTIVAL.

A grand choral festival will be held this evening at Association Hall for the benefit of the French and German children made orphans by the war, under the direction of Mr. Newcomb.

FIRES.

Fire in Cazenovia, N. Y.

CAZENOVIA, March 28, 1871.

A fire here, last night, destroyed property belonging to H. Teneyck and C. Weaver & Son, amounting to about $10,000; insured for $5,500. Mr. Weaver's loss is $5,500; insured for $3,000.

Burning of a Business Block in Batesville, Ark.—Loss $50,000.

MEMPHIS, March 28, 1871.

A special despatch from Batesville, Miss., says a block of business houses on the west side of the railroad depot were burned last night. The principal sufferers are:—S. Lever, two fine buildings; P. Saltstone, two storehouses; S. D. Powell, books, &c.; Greenwald and Perkins & Jones. The total loss will reach $50,000; insurance small.

Steamboat Burned at New Orleans.

ST. LOUIS, March 28, 1871.

A private despatch from New Orleans says the steamer Belle of Alton was burned at Algiers this morning. She was owned by the St. Louis and Alton Packet Company. She was valued at $50,000 to $60,000, and insured in Cincinnati, Wheeling and Petersburg companies for $35,000 to $40,000.

Burning of a Varnish Factory in Cambridge, Mass.

BOSTON, March 28, 1871.

A fire in Cambridge to-day destroyed one of the buildings of Valentine's Japan varnish manufactory, containing 7,000 gallons of varnish, valued at five dollars a gallon. The total loss is estimated at $40,000; insurance $10,000.

The Halifax Fire Insurances.

HALIFAX, March 28, 1871.

In the Sunday fire the following offices lose:—The Guardian, $16,000; Ætna, $20,000; Liverpool and London and Globe, $42,000. Last night the sugar house of H. G. Hill was consumed by fire. Loss about $4,000.

CRIME IN ARKANSAS.

A Family Tragedy—Wife Murder and Suicide—Shot on the Highway.

MEMPHIS, March 28, 1871.

On Thursday last, near Fayetteville, Ark., a man named Rowland murdered his wife and babe and then blew out his brains. They had been separated for some time, and he called to see his wife at her sister's residence, where she was staying, and asked her to take a walk with him. She took the child with her, and in a few minutes the report of a pistol was heard, and Rowland and his wife and child were found weltering in their blood.

William Dodd, of Woodruff county, Ark., was shot and killed on Sunday last by three men, named Rainey, Jackson and Day, who met him in the woods and shot him down. They allege that Dodd had threatened their lives.

EUROPEAN MARKETS.

LONDON MONEY MARKET.—LONDON, March 28—4:30 P. M.—Consols closed at 92⅝ for money and 92¾ for the account. American securities quiet and steady. United States five-twenty bonds, 1862, 92½; 1865, old, 91¾; 1867, 90⅞; ten-forties, 89. Erie Railway shares, 18¾; Illinois Centrals, 111; Atlantic and Great Western, 38.

LIVERPOOL COTTON MARKET.—LIVERPOOL, March 28—4:30 P. M.—The cotton market closed quiet and steady. Middling uplands, 7½d.; middling Orleans, 7¾d. The sales of the day have been 10,000 bales, including 2,000 for export and speculation.

There have arrived from America, bark Flora, with 1,407 bales of cotton, and the steamer Aleppo, with 986 bales. The shipments of cotton from Bombay since the last report to the 24th inst. have been 13,000 bales.

TRADE AT MANCHESTER.—LIVERPOOL, March 28.—The market for yarns and fabrics at Manchester is firm.

LIVERPOOL BREADSTUFFS MARKET.—LIVERPOOL, March 28—P. M.—Wheat, 12s. per cental for California white. The receipts of wheat for the past three days have been 5,000 quarters, of which 1,000 were American. The market is dull.

LONDON PRODUCE MARKET.—LONDON, March 28.—Common rosin, 6s. 9d. a 7s. per cwt. Tallow, 43s. 6d. per cwt.

PETROLEUM MARKET.—ANTWERP, March 28.—Petroleum, 47⅞f. for standard white.

THE LAKES NAVIGATION AGAIN INTERRUPTED.

PORT COLBORNE, March 28, 1871.

The schooner D. Ferguson, from Toledo for Buffalo, arrived here, having been unable to get through the ice below Point Abino. The schooner Collins left here at noon for Toledo.

SHIPPING NEWS.

Almanac for New York—This Day.

Sun rises	5 49	Moon sets...morn	1 56
Sun sets	6 21	High water..morn	1 54

OCEAN STEAMERS.

DATE OF DEPARTURES FROM NEW YORK FOR THE MONTHS OF MARCH AND APRIL.

Steamer.	Sails	Destination.	Office.
Nevada	Mar 29	Liverpool	29 Broadway.
City of Wash'tn	April 1	Liverpool	15 Broadway.
Columbia	April 1	Glasgow	7 Bowling Green
Hermann	April 1	Bremen	68 Broad street.
City of Limer'k	April 4	Liverpool	15 Broadway.
Colorado	April 5	Liverpool	29 Broadway.
Australia	April 8	Glasgow	7 Bowling Green
Wisconsin	April 12	Liverpool	29 Broadway.
Anglia	April 15	Glasgow	7 Bowling Green
Wyoming	April 19	Liverpool	29 Broadway.
Britannia	April 22	Glasgow	7 Bowling Green
Pereire	April 24	Havre	58 Broadway.
Minnesota	April 26	Liverpool	29 Broadway.

PORT OF NEW YORK, MARCH 28, 1871.

CLEARED.

Steamship Nevada (Br), Green, Liverpool via Queenstown—Williams & Guion.

Steamship St Laurent (Fr), Lemaire, Havre—George Mackenzie.

Steamship Thuringia (NG), Ehlers, Hamburg—Kunhardt & Co.

Steamship San Pelayo (Sp), Aetaza, Havana—Fred C Schmidt.

Steamship Virgo, Bulkley, Savannah—Murray, Ferris & Co.

Steamship James Adger, Lockwood, Charleston—H R Morgan & Co.

Steamship Isaac Bell, Blakeman, Norfolk, City Point and Richmond—Old Dominion Steamship Co.

Steamship Wm P Clyde, Parker, Norfolk, City Point and Richmond—Washington & Co.

Steamship Volunteer, Howe, Philadelphia—Lorillard Steamship Co.

Steamship Emily B Souder, Crowell, Boston—Frederic Baker.

Steamship Glaucus, Walden, Boston—H F Dimock

Barg Glenfruin (Br), Bell, Falmouth for orders—Heney & Parker.

Bark Daniel Draper (Ital), Bottone, Palermo—Fabbri & Chauncey.

Bark Geo de Zaldo, Miller, Sagua la Grande—Waydell & Co.

Bark Golden Fleece, Rhodes, Barbados—H Trowbridge & Sons.

Bark Rialto (Br), Smith, St John, NB—Heney & Parker.

Brig Xanthus, Bennett, Cronstadt—G F Bulley.

Brig Africana, Vesovich, Genoa and Gibraltar—Slocovich & Co.

Brig Oliver (Br), Bornholm, Cape Hayti—R Murray, Jr.

Schr H H Thompson, Stephens, Gonaives—A Abbott.

Schr Fred Smith, Smith, Trinidad de Cuba—H W Loud & Co.

Schr Ridgewood, Derrickson, Georgetown and Port Bluff—E D Huribut & Co.

Schr Mail, Shelly, Petersburg, Va—S L Merchant & Co.

Schr Ann Elizabeth, Kelly, Norfolk, Va—C E Staples & Co.

Schr Susan Wright, Mount, Georgetown, DC—Dollner, Potter & Co.

Schr Thos Clyde, Cain, Philadelphia—J M Linnard.

Schr Sylvan, Clifford, King's Ferry—Walsh, Field & Way.

Schr J S Freeman, Carpenter, New Haven—Rackett & Bro.

Schr George Washington, Peck, Stamford.

Steamer Anthracite, Green, Philadelphia.

Steamer Monitor, Jones, Philadelphia.

Steamer Bristol, Wallace, Philadelphia.

ARRIVALS.

REPORTED BY THE HERALD STEAM YACHTS.

Steamship Oceanic (Br), Murray, Liverpool March 16, via Queenstown 17th, with mdse and 64 passengers, to J H Sparks. Experienced strong W winds, with heavy head sea the entire passage. 23d, lat 45 41 N, lon 47 41 W, from 11 A M to 5:30 P M, passed a large number of icebergs; also a large quantity of field ice, extending 40 to 50 miles. 27th, lat 41, lon 65 47, passed a brig-rigged steamer bound east.

Steamship City of Limerick (Br), Phillips, Liverpool March 11 via Halifax 25th, with mdse and 100 passengers, to John G Dale.

Steamship Montgomery, Faircloth, Savannah March 25, with mdse and passengers, to R Lowden.

Steamship San Salvador, Nickerson, Savannah March 28, with mdse and passengers, to H R Morgan & Co. Had heavy weather the entire passage.

Ship Daniel Webster, Brown, Bordeaux 37 days, with mdse to E E Morgan's Sons. Had variable weather. The D W is anchored on the bar

Ship Seminole, Holmes, San Francisco Oct 14 via Valparaiso Jan 7, with mdse, to Sutton & Co—vessel to Lawrence, Giles & Co. Had light winds up to 26th inst; passed Cape Horn Jan 28, and crossed the Equator March 8.

Bark Agder (Nor), Tobiesen, Newport 54 days, with railway iron to order—vessel to Wendt, Tetens & Bockmann. Took the southern passage and had fine weather. March 19, lat 38 34, lon 68 03 W, spoke brig Thos Thrull (of New Haven), bound south; was 9 days west of Bermuda.

Bark Annie Richmond (Br), Sharp, Bristol, E, 43 days, with railway iron, to Geo F Bulley. Came the southern passage and had fine weather.

Bark Giovannina (Ital), Califano, Cette Feb 1, with wine, &c, to Jas Robinson & Co. Had fine weather to the Gulf; from thence strong westerly winds.

Bark Invidia (Ital), Cafiero, Castellamare 58 days, with fruit to Chamberlain, Phelps & Co—vessel to master. Passed Gibraltar Feb 17; first part of the passage fine weather, latter part rough.

Bark Rebecca Caruana, Liesegang, Trieste Dec 20, with fruit, to Waydell & Co. Passed Gibraltar Feb 11, the R C is anchored on the bar.

Bark Charles Tottie (Swed), Prietz, Messina, 34 days, with fruit, to Baring Bros—vessel to master. Had fine weather; Feb 23, lat 34 46 N, lon 24 05 W, signalled an English ship showing 3d distinguishing pendant No 9,758, from Gibraltar for New York; has been 8 days north of Hatteras. The Charles Tottie is anchored on the bar.

Bark Henry Buck (of Searsport), Nichols, Buenos Ayres 54 days, with wool and hides, to order—vessel to Carver & Barnes. Crossed the Equator March 7, in lon 41; had light, variable weather up to lat 30, thence light N winds. The H B is anchored on the bar.

Bark Gazelle (of New Haven), Black, Demerraa 17 days, via Barbados 14 days, with sugar and molasses, to H Trowbridge's Sons. Had fine weather. March 23, lat 36 30, lon 72, spoke brig Onalaska, hence for Matanzas.

Bark Carlton (of Boston), Treat, Matanzas 11 days, with molasses to the Long Island Sugar Refining Co—vessel to Brett, Son & Co. Was 5 days north of Hatteras, with strong NW winds. The C is anchored on the bar.

Brig Silas N Martin (of Castine), Brown, Demerara 16 days, with sugar, &c, to Harvey Barnes—vessel to Miller & Houghton. Was 5 days north of Hatteras, with strong W gales.

Brig Salve (Br), Johnson, Havana 12 days, with sugar, to Pomeroy, Morrill & Cushman. Had some rough weather; 5 days north of Hatteras. The S is anchored on the bar.

Schr A Heaton, Farrell, Messina, 52 days, with fruit, to Chamberlain, Phelps & Co, vessel to Bentley, Miller & Thomas. Passed Gibraltar Feb 23; had strong W gales in the Mediterranean, fine weather in the Atlantic. The A H is anchored on the bar.

Schr Porto Plata, Montgomery, Truxillo 15 days, with hides, sarsaparilla and Brazil wood, to Rogers & Hazelton. Has been 6 days north of Hatteras, with heavy N and NE gales.

Schr Emma (of Georgetown, SC), Anthony, Barbados 19 days, with molasses to T T & F A Dwight & Co—vessel to master. Had heavy northerly and easterly winds the entire passage; 9 days north of Hatteras.

Schr Bethen, Brandtberg, Aquin 14 days, with coffee and logwood to Morrison & Barton—vessel to Youngs, Smith & Co. Has been 5 days north of Hatteras, with strong NW winds.

Schr Guthrie (US), Wright, Charleston 7 days, in ballast, to the US Lighthouse Department.

RETURNED—Schr H F Baker, Kelley, hence 25th inst for Mobile, 26th, 20 miles S of Barnegat, encountered a severe squall from SE; split foresail and mainboom. Returned for repairs.

Passed Through Hell Gate.

BOUND SOUTH.

Brig Rhone (Br), McDougall, Bilboa Feb 13 for New York, with mdse, to J F Whitney & Co.

Schr Muskee, Phillips, Portland for New York.

Schr James E Moore, Nickerson, Boston for New York.

Schr Mary E Wescott, Ganser, Fall River for New York.

Schr Blackstone, Smith, Providence for New York.

Schr Fell S C Vought, Hallock, Providence for New York.

Schr White Wing, Hall, Westerly for New York.

Schr John Stockham, Bright, Bristol for Baltimore.

Schr Rightaway, Milford, Connecticut River for New York.

Schr Emily S Gildersleeve, Carroll, Midd